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CLASSIFICATION SECRET 25X1A

COUNTRY Soviet Zone of Germany REPORT NO. \_\_\_\_\_

TOPIC Soviet Rail Movements in the JUTERBOG Area

25X1X \_\_\_\_\_ 25X1C

EVALUATION \_\_\_\_\_ PLACE OBTAINED \_\_\_\_\_

25X1C \_\_\_\_\_

DATE OF CONTENT \_\_\_\_\_

DATE OBTAINED \_\_\_\_\_ DATE PREPARED 9 January 1950

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REFERENCES \_\_\_\_\_

PAGES 2 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

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25X1X \_\_\_\_\_

26 October 1949

1. a. Train of five boxcars, 14 flatcars and 1 passenger coach (40 axles, 425 tons), carrying personnel and motor vehicles \_\_\_\_\_ leaving LUCKENWALDE (N 53/Z 70) at 3:52 p.m. toward NEUSTRELITZ (N 54/U 54).

b. Train of 15 boxcars and 27 flatcars (116 axles, 743 tons), carrying personnel and motor vehicles \_\_\_\_\_ leaving LUCKENWALDE at 11:05 p.m. toward LOEVENBERG (N 53/Z 69).

2. 27 October 1949:

Train of 1 empty boxcar and 24 empty flatcars (120 axles, 480 tons) \_\_\_\_\_, dispatched from DOEBERITZ (N 53/Z 65), arriving in JUTERBOG at 11:41 a.m.

3. 28 October 1949:

a. Troop train of 11 boxcars and 13 flatcars (84 axles, 929 tons), \_\_\_\_\_ leaving JUTERBOG at 1:47 a.m. toward WITTENBERG.

b. Train of 11 loaded boxcars, 5 loaded flatcars, 13 empty flatcars, 4 loaded gondola cars and 2 filled tank cars (108 axles, 691 tons), \_\_\_\_\_ dispatched from WITTENBERG, arriving in JUTERBOG at 5:58 p.m.

4. 30 October 1949:

Troop train of 11 boxcars, 26 flatcars, 2 empty flatcars and 1 passenger coach (122 axles, 890 tons), \_\_\_\_\_ dispatched from WEISSWASSER (O 52/A 84), arriving in JUTERBOG -ALTES LAGGE at 11:54 p.m.

5. 31 October 1949:

a. Troop train of 13 boxcars, and 26 flatcars (126 axles, 896 tons,

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Next Review Date: 2008

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Class. Changed To: TS S

Date: 08 JUN 1978 By: \_\_\_\_\_

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[redacted] Dispatched from WEISSHOFEN, arriving in JULIUSBOG -ALTES Lager at 4:20 a.m.

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b. Troop train of 5 boxcars and 12 flatcars (40 axles, 418 tons, [redacted] dispatched from WEISSHOFEN, allegedly bound for WITTLING.

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c. Train of 11 boxcars and 39 flatcars (106 axles and 908 tons), carrying the equipment and personnel of an office which left the Soviet Sector of BERLIN [redacted] dispatched from BERLIN-ROPERICH (N 53/E 94) at 5:22a.m., bound for LITZIG.

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d. Train of 35 boxcars, 7 flatcars, 1 gondola car and 1 passenger coach ( 90 axles, 744 tons), carrying an office which left the Soviet Sector of BERLIN [redacted] dispatched from BERLIN-ROPERICH at 11:11 p.m., bound for LITZIG.

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#### 6. 1 November 1949

Empty train of 13 boxcars, 26 flatcars and 1 gondola car (126 axles, 597 tons, [redacted] leaving JULIUSBOG -ALTES Lager at 12:11 a.m., bound for WEISSHOFEN.

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[redacted] Comment:

a. The report supplements previous information +. Three trains ran from WEISSHOFEN to JULIUSBOG on 30 and 31 October 1949. As the referenced report stated that one train ran from WITTLING/JULIUSBOG toward WEISSHOFEN on 23 October 1949, it can be assumed that the maneuvers in the WEISSHOFEN area (conducted by component units of the Third Gds Recz Army (Cadre) ), lasted only about one week.

b. The report is the first to state that Soviet offices were moved out of BERLIN (31 October 1949).

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c. It has been known [redacted] to troop shipments conveyed within the Soviet Zone of Germany in October 1949. This report for the first time mentions [redacted] while another report indicated [redacted]

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[redacted] The fact that troop shipments in October 1949 [redacted]

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[redacted] indicates that a large number of ( at least three hundred) troop shipments were conveyed within the Soviet Zone of Germany during this period. Such a high rate of troop movements is considered credible in view of the troops returning to their winter quarters from maneuver grounds, as was observed in all army areas.

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\* [redacted]

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